

Figure 1. Regional accessibility. (Source DAPD)



These axis of regional access are physically integrated with the main corridors of the Transmilenio system: Autopista Norte (North Highway), Calle 80, Autopista sur (South Highway), Calle 13, modifying the accessibility conditions and becoming main transportation axis and elements of territorial connection, as well as having an effect in the territorial coverage of certain services. This coverage depends on the existence of a transportation network that affects regional organization and spatial interaction matters, which

is necessarily reflected in the uses of land.

This compares with the territorial model forecasted by the POT³, which foresees as a socio-economic and special structure the following elements: the centre and the surrounding suburbs. The network of suburbs around the city centre contemplates those already existing and which have a high concentration of economic activity as well as the new suburbs whose current development level is low, but that are considered essential to complement the structure.

Context of the city:

The evolution of the region's population⁴ has shown a sustained demographic growth since 1938, with higher rates than the national average. Bogotá constitutes the main concentration of population in the country. In the last 30 years (1964-1993), the city increased its contribution to the total of the Colombian population considerably, going from 9.71% to 14.56%, while the 3 cities that follow in importance showed only a slight increase (Cali went from 3.6 a 4.9%, Medellín went from 4.4 to 4.8% and Barranquilla from 2.8 to 2.9%). At the same time, the population growth indices show that the differences may widen even further, since the estimated rate for Bogotá for the year 2000 is 2.29%⁵. Bogotá's population growth is mainly made up of strata 2 and 3.

The location of population in the territory has marked a general trend in the major cities of the world: dynamic growth in the outskirts of the city and population decrease in the central areas, whether it is due to the process of activity substitution (former housing now used for business activities), or whether it is a consequence of certain old residential areas becoming obsolete.

According to the limitations mentioned, the development of the city and its road infrastructure has traditionally been dictated by a trend around a central area which attracts most of the journeys of the inhabitants. These journeys are supported by a longitudinal road network and a transversal connectivity concentric to the historic centre, thus responding to the socio-economic circumstances existent in the city.

The functional and service structure of the city was defined in the Decree of review of the POT. The general structure includes the main ecological structure, the functional structure and the socio-economic and spatial ones. The network of suburbs around the city centre contemplates the existing ones, with a high concentration of economic activity, and the new ones, with a very low development level.

The mobility system, which must hierarchically and inter-dependently integrate the modes of transportation of people and freight with the different types of roads and public spaces in the city and in the rural territory, acts in a way that is interdependent with the socio-economic and spatial structure made up

³ Decree 190 from 2004 "through which the laws contained in District Decrees 619 from 2000 and 469 from 2003 are compiled"

⁴ Technical document for Support of Decree 190 from 2004 "in which the Current laws of the POT for Bogotá are compiled"

⁵ DANE, DAPD, Census and population projections.

by the network of surrounding suburbs. It must guarantee the connectivity among them, as well as between the region, the country and the world. At an urban level, it must guarantee the mobility and connectivity between the suburbs around the city centre and the residential areas that gravitate around them. At a rural level, it connects rural towns and the existing areas of activity in the interior with the city.⁶

The current mobility model existent in Bogotá has been spontaneously devised based on fractioned sector actions: The bicycle path system, the Transmilenio system, the traditional collective public system, the parking system, the inexistence of a district policy for the management of freight, the absence of the pedestrian within the mobility policy, the fact that inter-modality is not promoted, the different systems that compete but don't complement each other, the unequal treatment of the parties involved as well as a significant territorial disequilibrium.

Once the first two stages of the TM system have been implemented, the average length of journeys in collective public transport is approximately 48.2 kms, with a 28% of transfers, which means journeys that take up too much time in relation to their distance. These journeys compete with the current networks covered by the Transmilenio system mainly in directions North-South and West-East, with approximate lengths of 42.4 and 42.3.

At the same time, the bicycle path network carries close to 4% of the population, in a network that totals 297 km⁷. Although there is no exact data on the average length of current journeys it must be, nonetheless, supposedly quite high, since the location of the population and of jobs in the city has seen no major alterations. This bicycle path network runs parallel to the main corridors that make up part of the main routes served by the Transmilenio system, and thus, in a way, compete with each other.

According to the above, the new mobility model must reinforce, among other:

1. Complementary means of transportation for freight and people
2. Encouragement of non-motorized means.
3. Connection with the usage of land:
4. Promote the economic and environmental effects desirable for the suburbs around the city centre, by respecting the main guidelines for their development contemplated in the POT.

The sustainable mobility policies must favour new solutions in urban and inter-urban transportation, and in the construction of infrastructures. These must go from considerations of the infrastructure on its own, to the transport system as a whole, passing through several territorial stops of reflective and theoretical analysis.

⁶ District Decree 190 from 2004 "through which the laws contained in District Decrees 619 from 2000 and 469 from 2003 are compiled"

⁷ www.transitobogota.gov.co. August 2005.